

CLASSIFICATION SECRET		25X1
Approved For Release 2003/08/12 : CIA-RDP82-00457R015600180010-3		
COUNTRY	East Germany	REPORT NO. 25X1
TOPIC	Brandenburg-Arado Airfield	
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT 17 to 4 November 1952		
DATE OBTAINED	DATE PREPARED 25 November 1952	
REFERENCES	25X1	
PAGES 2	ENCLOSURES (NO. & TYPE)	
REMARKS		
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1. The following aircraft and air activity were observed at Brandenburg-Arado airfield between 17 October and 4 November 1952:
- 17 October. At noon, an IL-10 plane [redacted] landed at the field. Between 2 and 3 p.m., 32 IL-10s of the unit stationed at the field returned from an exercise.¹
- 18 October. At noon, 26 IL-10s were observed outside the hangars.
- 21 October. Landings were made by one IL-10 each at 10 and 11 a.m., and by a twin-engine transport at 1 p.m. At 4:40 p.m., 28 IL-10s were counted at the field.
- 23 October. At 3 p.m., 30 IL-10s were parked on the landing field.
- 27 October. Thirty IL-10s were again observed at the field at 3:10 p.m. There was no flying throughout the day.
- 28 October. A Po-2 biplane took off at 1:30 p.m. No more air activity was observed up to 3 p.m.
- 29 October. There was intensive air activity. The visibility was limited to 3 or 4 km, and the cloud base was at an altitude of about 300 meters. Between 1:15 p.m. and 3:10 p.m., individual local flights and low-level attacks at the landing field were continuously made. The IL-10s which had last participated in air activity were parked on the southern edge of the field. [redacted]
- [redacted] Subsequently, the planes taxied to the dispersal area in the northeastern corner of the field. Thirty-one IL-10s were counted in front of the hangars. An additional about 15 IL-10s, which were usually parked in front of the hangars, have not yet returned to the field.
- 31 October to 4 November. Thirty to 32 IL-10s were parked at the field. There was no air activity between 31 October and 3 November.²

2. 18 November. There was no air activity. Twenty IL-10s were counted at the field.
- 19 October. No air activity.
- 20 October. Between 9:30 and 9:52 a.m., one IL-10 plane practiced flying in dull weather. No more flights were made.
- 21 October. After 8 a.m., there was little air activity by 6 IL-10s and 1 biplane. It rained and the visibility was poor.
- 23 October. Twenty-three IL-10s were parked on the eastern edge of the field. Red propeller hubs and red upper edges on the rudder assemblies were observed on the IL-10 planes parked farthest north at the field. No flights were made.

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24 October. No air activity although the weather was good. The green radio truck with a rod antenna and a box of mesh wire on its roof was observed leaving the barracks installation and proceeding toward the landing field.

25 October. Maintenance work was in progress on individual IL-10s but no flights were performed.

26 October. The number of aircraft was unchanged. There was no air activity.

31 October to 3 November. There was no air activity. The weather usually was bad.

4 November. About 25 IL-10s were parked in front of the hangars. At 10 a.m., an IL-10 plane [redacted] without a weapon in

the rear section of the cabin took off. [redacted] 25X1
upper edge of the rudder assembly and the propeller hub. Subsequently, individual lasting 45 to 60 minutes were made by the plane.

3. Seventeen shrapnelproof aircraft revetments, including 10 in the northeastern corner and 7 in the northwestern corner, were completed. An additional 7 revetments were under construction in the southeastern corner of the field. Forty to 60 soldiers wearing red-bordered black epaulets were usually working on the site.³

5. On 28 October, there was no air activity at the field. Eight IL-10s [redacted] 25X1
[redacted] were parked in the northern corner of the field. An additional 30 to 35 IL-10s, all of which had red propeller hubs, were observed in front of the hangars on the eastern edge of the field. Shrapnelproof aircraft revetments were under construction on the northern edge of the field. Thirteen such revetments were counted.

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